

IN THE SPECIFICATION:

Please amend the specification as follows:

On page 18, between lines 16 and 17, please add:

The "Next Best Pick" (NBP) system of the present invention is a method of selecting containers from a ship in the optimal order for direct placement into the barges. This is in contrast to the typical prior art method of sequential selection that does not allow efficient sorting or resource leveling. The NBP method joined with the extraordinary access and selection of a Sea Point™ gantry produces a system capable of sorting cargo by train destination while rapidly unloading large container ships. The NBP and the gantry crane keep a balanced flow of containers to the six MPC cranes. The speed and efficient load path allow the six MPC cranes to work platform storage and barge lifts without slowing the ship lifts. The gantry can access multiple (e.g. 49) cells without moving. Platform intermediate storage can provide detailed sorting for containers that are destined for direct discharge to rail-on-dock facilities.

**Facility Operating System (FOS)** Sea Point™ must sort import containers into the correct destination barge while maintaining the barge trim and balance. In addition, the barges destined for direct discharge to a wharf with a rail on dock facility must have containers sorted by train destination. This sorting within a barge must allow the discharge of the barge at destination directly into the destination blocks of railcars. Container dimensions, weight, type, hazardous cargo, oversize and reefer containers must also be evaluated during the sorting into the individual barges. A number of containers can be put to a temporary stack within reach of the MPC crane to facilitate the train destination block sorting.

The FOS system controls the sort and optimizes the platform resources by directing the cranes to the "Next Best Pick" (NBP) from the ship and barge cargo. NBP describes a method of selecting containers in the optimal order for direct placement into the barges or ship. The NBP operating concept is fundamentally different from that used at most terminals. In most terminals the container unloading sequence is a fixed predetermined sequence. The Sea Point™ FOS directs the cranes to the NBP based on the sorting requirements and available platform resources. The Sea Point™ FOS is a dynamic system that continuously measures actual conditions such as

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equipment slow downs, breakdowns or resource overloads that are creating temporary system bottlenecks and directs the equipment to optimize operations by adjusting the NBP.

The crane automation for Sea Point™ includes automation of the "macro" or horizontal portion of the crane moves. The crane operator maintains "dead man" control during the automatic move. Final positioning, hoisting and lowering are manual operations controlled entirely by the crane operator.

The FOS direction to the proper container for the NBP calls up the expected box particulars from the ship or barge manifest and displays the anticipated ISO number on the crane operator's screen. The load data from the crane system automatically updates the barge trim and stability calculation with the proven box weight. Once the box is hoisted into view, the operator verifies the ISO number is as expected by touching "OK" on his screen.

The FOS includes a vessel management system for the barges and ocean going vessels.